



Typical A+ Rover 1275 injection unit with MEM5 ECU and single-point fuel

injection. About 63 bhp is enough for a good hoot round the lanes.



Manual hood operation is very simple. You don't have to be a weightlifter.



It comes with a colour-co-ordinated cover which fits on separately.



Simple over-centre hood catch is behind sun visor.

somewhat more bulbous when it was in the folded position. One of the main new features was that the rear side windows were glass and wound down into the body. This is probably the easiest distinguishing feature from the earlier Lamm which had flexible plastic side windows built into the hood.

The Rover Cabriolet, like its ancestor, was fitted with a bodykit which included spotlamps built into the front spoiler. It was a different kit to the LAMM and was injection moulded plastic rather than glass fibre. The wheels were Revolution alloy five-spoke 5x12 and were fitted with 165/60x12-inch tyres. This change was made largely because of the high cost of the 175/50x13 tyres on 13-inch rims on the LAMM. Lockable wheel nuts and an alarm system were fitted as standard.

Inside, the theme was very much one of luxury, with a full width burr walnut dashboard together with walnut door cappings and gear knob. There was a leather rim steering wheel, and the seats were made by Cobra and trimmed in Chevron fabric. It is interesting to see items made by aftermarket accessory companies (Revolution wheels, Cobra seats, etc) being fitted to a production car. This is something that would never have happened openly in the '60s and '70s. The seat-belts were inertia reel in both the front and the rear.

The Cabriolet was built on the same production line as all other Minis. Shells were made in batches of three without a roof and rear parcel shelf. They were then taken elsewhere in the factory for the specialist strengthening to be fitted and returned to the line for painting and fitting up in the normal way. At the end of the production line the cars were taken off and fitted with the bodykit and hood before being driven out. During the production period around 15 cars a week were built. Production ceased around the end of 1996 or the beginning of 1997.

#### Mechanical checklist

The Rover Mini Cabriolet is powered by the 1.3 single-point injection Mini Cooper engine, and it is mechanically identical to the Cooper in all other respects. From a mechanical point of view, the checks that need to be made are the same as for a late model Cooper: the cars are still very new in Mini terms and because of the nature of them many are kept as playthings and used in good weather only.

Check the gearbox for unusual noises and difficulty in engaging gear, and also for worn synchromesh. A full service history is as important as it is with any recent car and, depending upon where the car is being purchased, an HPI AutoData check is essential. This will usually verify that the car hasn't been stolen and that it is original and not a DIY creation being passed off as the real thing. Check that the car drives smoothly and rides well or as well as a Mini. This should help verify that it hasn't been a victim of the clockers.

#### Bodywork checklist

As the Cabriolet is still relatively new, serious rusting is not normally a problem with this model. However, the body does still need to be inspected thoroughly for stone chipping and rusting, starting at the seams and panel joints. Check carefully for signs of accident damage. As a rule, this is easy to spot on a Mini because very few repairers can ever, it would seem, recreate



Hood up in the rear, rear belts are inertia with reels mounted centrally.